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RESUME OF SALT FISH CONDITIONS

Houses Are Doing a Routine Business of Fair Volume at Present.

The Fishing Gazette in its weekly review of the salt fish market comments as follows:

"You will observe, if you look around among the New York salt fish houses, that each concern seems to have a specialty of its own", said the executive of a leading New York house last Wednesday. "For instance", he resumed, "one makes a leader of codfish, another of Norway mackerel, another domestic sardines, another foreign sardines, while some cultivate the export market and others the domestic end. This is most fortunate in view of the keenness of competition. It permits some leeway for us all even in the face of adverse conditions."

"If the war continues at its present severity various factors will enter into the situation and greatly affect the price of fish. For instance the war will have a direct bearing upon the price of salt for difficulty is being experienced in its cost of transportation. The rates being asked for salt are bound to have a very decisive effect on the price of fish for the coming year. There probably will be a shortage of salt, anyway, and that will have a most pronounced effect on the price of salt. The war has surely had a depressing effect on the fish business the past year and from all indications it will have even a worse effect next year," summarized a leading New York factor last Wednesday.

Said another New York factor Wednesday: "In all of the tropical countries the salt fish business has been a little better, because of improving crop conditions. We have a few small orders because of the Lenten demand—only a few. You know, that Lent boom tale was exploded long ago. The Lenten season does not have a very pronounced effect on the salt fish business. Cold weather, of course, is considered a very good thing for the salt fish business, and we haven't had any consistently cold weather until the present siege was visited upon us. The fish business is so well fixed in grooves that it is only occasionally that you can extract anything like real news out of the trade. If you had a chart showing the usual current of business done you would find this a typical season, absolutely a typical season, except that the volume of business is below normal, less than it has ordinarily been. The trend of it has been exactly the same, only within narrower lines and smaller scope. In a way it has been a good thing, because the stocks have not been heavy. There are no heavy stocks of anything."

The Porto Rican market is really showing great strength after a trying season of protracted dullness. Codfish has become a scarce possession in this insular market. Retail sales at \$32 and \$33 have been reported as far back as January 19. The wholesale quotation hovers around \$31 per cask on usual basis of net ex wharf.

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Too pessimistic a note should not be sounded for the salt fish business, says the Fishing Gazette. Long established houses are doing a routine business of fair volume, though rewards such as were realized in 1913 have not been reaped in this year of 1915, and, of course, such profits were not realized during the year 1914. Apropos of the year 1914, the executive head of New York's leading salt mackerel house said: "Well, I guess we didn't get very rich through the year; not any of us." That is true enough, but New York salt fish houses are making some money, and now that the export markets have improved, there is more chance of a more substantial profit in exportation of salt fish.

The representative firms of New York are making a small profit on their routine business. They are figuring close, at times too close for comfort, but at other times they enjoy a fair margin on an occasional deal.

A leading New York salt fish merchant, who is an extensive property owner downtown, has raised about \$8,000 to contest the municipal market plan, a plan which would make a middle man of the city, whereby the city would handle commodities on a slight commission basis. The move to establish the market on 14th street is what this merchant objects to, because of property depreciation downtown. He has approached the railroads and they have pledged a quarter of a million dollars for placing a hood upon the thoroughfares next to the docks, as well as a surrounding wharf around all the piers, so that loaded trucks, instead of standing in line and causing congestion, could circumscribe a complete circle right around each pier and drop or get their freight as they make the rounds. The hood of the street, which would include an upper surface for certain forms of travel, would also serve to lessen congestion, and it is congestion downtown among shippers that is one cause of complaint, and which prompts the city to propose the municipal market plan at 14th street.

The same old rule of efficiency in business is attained by private individuals, who take private losses and strive for private profits, will probably be enforced once more, after all is said and done respecting the municipal market plan.

Few Fish at N. F.

Very little new to report in the dry codfish situation this week, says the St. John's N. F. Trade Review. Prices are nominally the same as when last quoted, but there is nothing doing. There are a number of cargoes in port ready to be shipped, but the ice conditions for the last few days have tied them up. In one sense this is not a matter to be deplored for the detention at this end will mean better markets when these goods do ultimately arrive at their destination. The amount of fish held in the country at present is very small, and ought all to be marketed at paying prices.

N. F. Bankers Doing Well.

The banking fleet on the West Coast is now fishing with the exception of one vessel at Fortune. For some time past, however, the weather conditions have been anything but favorable and not much was done. Those who procured a good supply of bait and sailed early are, however, doing well and one crew is said to have under salt 400 qtls.—St. John's, N. F. Herald.

Portland Fish News.

Business was lively Monday on the fish wharves, it being the banner day of the season as far as the receipts were concerned, nearly every fishing craft hailing from Portland bringing in a catch, most of them having moderate sized fares, but totaling 125,000 pounds, while the small boats increased that amount by at least 25,000 pounds. The market is now fully supplied with all kinds of fish with the exception of eastern halibut of which the catch of late has been very light, most of that variety now selling in the Portland and Boston markets coming from the Pacific coast in refrigerator cars, arriving in good shape and being considered generally as but little if any inferior to that caught in eastern waters. As a consequence of the large receipts Monday fish are selling lower in the local market, but most of the crews are still making good sized stocks.

Among the arrivals yesterday was the Gloucester schooner Etta Mildred, returning from a four weeks' cruise on Brown's bank, she bringing in about 2000 pounds of halibut and 10,000 pounds of salt cod. The halibut were purchased by the Commercial wharf dealers, but the salt catch was kept on board, and after refitting the schooner will leave today on her return to the banks. The skipper reports very rough weather on the cruise, several severe gales being encountered, in one of which the schooner dragged from her anchorage, losing one anchor and 30 fathoms of cable. An anchor of just the required size was found at the Carter store on Portland pier.

Bert Lube, one of the best known of the Portland fishermen, has just taken command of the schooner Katie L. Palmer, he having purchased the master's interest in her.

New Nova Scotia Banker.

There was launched Monday morning from the shipyard of D. C. Mullhall at Liverpool, N. S., a schooner built for Capt. Hibbert Wambach and others of LaHave. Her length over all is 130 feet, breadth 26 feet and depth of hold 10 feet, 6 inches. The vessel has a gasoline engine for hoisting purposes and will be engaged in coasting and fishing. The craft is an excellent model and the master workman was Robie McLeod. The name of the schooner is the Marjorie McGlashen, named for a niece of Rev. John McGlashen, Presbyterian pastor at Bridgeport, who presented the owners with the flags.

Fisherman Aground.

While inward bound from the fishing grounds early yesterday the Boston sch. Josie and Phoebe ran aground off Castle Island, Boston harbor. When the tide receded she was left well out of water and listed heavily to starboard. The tug Betsy Ross succeeded in dragging her into deep water and she was towed to the Fish Pier leaking slightly. The extent of the damage is not known. She had a fare of 71,600 pounds of fish.

Capt. "Jerome" Going Himself.

Sch. Preceptor has been fitted for halibuting under command of Capt. William McKay and sailed today. Capt. Jerome McDonald is fitting sch. Catherine Burke for halibuting.

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BIG MONEY IN RAISING CLAMS

Dr. Field Gave the Riverdale Grange Insight Into 'Water Farming.'

Dr. George W. Fields, chairman of the Massachusetts Fish and Game Commission gave a very interesting and instructive illustrated lecture recently at Riverdale under auspices of the Riverdale Grange and the Cape Ann Fish and Game protective association.

Dr. Field took as his subject "Current Problems in the Development of the Fisheries" and "Game as a Set for the People."

Special attention was paid to clam. The speaker called attention to the enormous profits made from acre of clams, much more than from an equal area of upland. He also explained how easy it was to propagate the clam. Many questions were asked by the audience and one present felt that he had been benefited by attending the lecture.

A number of slides were shown to illustrate how the water, equally as as the land, could be cultivated. The tension of the ordinary methods having to do with the planting of clam flats for various kinds of food and bait mollusks.

operations would not alone employ a large number of men but furnish a definite market supply, not alone for local use, but shipment elsewhere. The general history of the clam and methods of artificial cultivation were illustrated.

The decline in the alewife industry under the present methods of management was touched upon, and the enormous waste deplored. Suggestions were given for the increase of the supply of alewives, both for bait purposes and for consumption as food.

The enormous unnecessary destruction of fish life by pollution of rivers and coastal waters was touched upon, especially the destruction of white perch and shad. Reference was made to the artificial propagation of fish in ponds and streams, particularly to the utilization of steam and near the sea coast, for raising perch and eels. It was pointed out that certain fish could be increased as much as five thousandfold on the usual method; that an acre of properly utilized could be expected to yield three times as much product as a similar area of land; that, for example, two pounds of young eels increased to six tons in three years. A commission not long ago had been from the Pacific coast for information as to where a contract for a large number of eels could be placed.

The effect of dogfish in the destruction of marketable fish was also mentioned.

ADDOCK HERE FOR SMOKING

h. Elsie Brings Down 40,- 000 Pounds for Fresh Fish Company.

Sch. Juno and Elsie were the only
als since yesterday, both arriv-
from Boston. The former had 40,-
pounds fresh fish which were ta-
by the Gorton-Pew Fisheries Com-
pany to split, while the Elsie brought
own 40,000 pounds of haddock for the
oucester Fresh Fish Company to
oke.

Str. Mary F. Ruth returned from the
eward with 2500 pounds fresh fish.
ring the week she landed 4000
unds at Portland.

Today's Arrivals and Receipts.

The arrivals and receipts in detail
are:

Sch. Elsie, via Boston, 40,000 lbs.
sh fish.
Sch. Juno, via Boston, 40,000 lbs.
sh fish.
Sch. Frances J. O'Hara, Jr., via Bos-
ton.
Str. Mary F. Ruth, gill netting, 1000
fresh fish.
Sch. Adeline, via Boston.
Sch. Alice, shore.
Sch. Mary P. Goulart, via Boston.
Sch. Emily Sears, shore.

TODAY'S FISH MARKET.

Salt Fish.
Handline Georges codfish, large, \$5
cwt.; medium, \$4.25; snappers, 3.
Georges halibut codfish, large, \$5;
medium, \$4.25.
Eastern halibut codfish, large, \$4.25;
medium, \$3.75; snappers, \$3.
Cusk, large, \$2.50; medium, \$1.75;
small, \$1.50.
Haddock, \$1.75.
Cusk, \$1.50.
Newfoundland herring, \$3.25 per
cwt. for salt bulk, \$4.25 per cwt. for
dressed.

Fresh Fish.
Splitting prices:
Haddock, \$1.10 per cwt.
Western cod, large, \$2.25; medium,
\$2.00; snappers, 75c.
Eastern cod, large, \$2; medium,
\$1.75; snappers, 75c.
All codfish, not gilled, 10c per 100
pounds less than above.
Hake, \$1.25.
Cusk, large, \$1.75; medium, \$1.15;
small, 50c.
Pollock, round, 80c; dressed, 90c.
Fresh halibut 13c for white and
gray.

New Pensacola Craft.

The new sch. Barcelona, which was
recently launched from the marine
yard of the Warren Fish Co., Pensaco-
la, Fla., is expected to be ready to go
out on the spars in a few days. Work-
men on the spars in the new craft
started last week as she was
delivered and were at work on the ice-
berg after that job was completed.

ONLY ONE TRIP AT BOSTON TODAY

Quiet reigned at the Boston fish pier
and T wharf this morning, only one
fare being reported, which arrived
yesterday afternoon. Sch. Jessie Cos-
ta had 62,000 pounds fresh fish and
400 pounds of halibut at the new pier,
part of which was taken out yester-
day afternoon, but up to 9 o'clock this
morning her market fish and cusk had
not sold.

Wholesale dealers quoted \$3.50 a
hundred pounds for haddock, \$4 to
\$4.75 for large cod, \$2 to \$2.50 for mar-
ket cod, \$2.50 to \$4.50 for hake, \$4 for
pollock, \$1.50 for cusk and 14 cents a
pound for fresh halibut.

Boston Arrivals and Receipts.

The arrivals and receipts in detail
are:

ARRIVALS AT BOSTON FISH PIER.

Sch. Jessie Costa 35,000 haddock,
12,000 cod, 1000 hake, 10,000 cusk,
4000 pollock 400 halibut.
Haddock, \$2.50 per cwt.; market cod,
\$4 to \$4.75; market cod \$2 to \$2.50;
hake, \$2.50 to \$4.50; pollock, \$4; cusk,
\$1.50; halibut, 14c per lb.

The Newfoundland View.

Says the St. John's, N. F., Trade Re-
view:

Last week we announced that
Messrs. Harvey & Co., who are largely
interested in the West Coast fisheries,
had to import salted squid bait from
Gloucester for their schooners' crews;
this week we have to announce an
even more astounding fact in connec-
tion with the same fishery which is
that a number of Gloucester fishermen
have come down to the West Coast
and shipped for the bank-fishery in
Newfoundland schooners prosecuting
the voyage from that section of the
Island. To slightly enlarge the fami-
liar expression, this looks like "sending
colliers to Newcastle," in a very earn-
est manner indeed.

The explanation for this new depart-
ure is in the fact that the New Eng-
land fishermen are practically out of
the salt bulk fish trade entirely, and
are confining their activities to the
fresh fish trade, and as far as possible,
daily trips. Since the removal of the
duty on salt bulk fish in foreign bot-
toms, the competition of Canadian and
Newfoundland bankers has cut into
the old time profits, and the New
England fishermen have come to real-
ize that there is more money in the
daily fresh fish trade in which, for ob-
vious reasons, neither Canadian nor
Newfoundland fishermen can hope to
successfully compete.

Among the Fleet.

Sch. Pauline is being fitted for
Georges handlining, by Capt. Nels
Larsen.

Sch. Patriot is being fitted for single
dory fishing by Capt. John Francis.

Sch. Athlete, Capt. Thomas Benham
has taken her salt aboard but will not
start to fit for salt trawl banking until
the first of March.

Sch. Rex has just come off the rail-
ways and will soon be fitted by Capt.
Augustus G. Hall for the fresh halibut
fishing.

Sch. Agnes, Capt. Fred Upshell and
sch. Catherine Burke, Capt. Jerome
McDonald, are ready to sail on fresh
halibut trips.

FAVORABLE REPORT ON SEINE BILL

Small Pollock and 'Spike' Mackerel May Be Protected.

State House, Boston, February 18.—

A bill providing that it shall be unlaw-
ful to seine pollock weighing less than
three-quarters of a pound and to seine
spike mackerel weighing less than one-
quarter of a pound, in the waters with-
in the jurisdiction of the Common-
wealth of Massachusetts, was given a
public hearing Wednesday by the leg-
islative committee on fisheries and
game, of which Representative James
M. Lyle of Gloucester is a member.

This bill was introduced into the
legislature on the petition of several
Gloucester citizens and provides furth-
er that any violation of this act shall
be punished by a fine of not less than
\$25 and not more than \$50, or not less
than 30 days or not more than 60 days
imprisonment for each offense, or both
for each offence.

When the hearing was called on this
bill, Representative James E. Tolman
was the only one present favoring the
bill, with the exception of Representa-
tive Lyle who was in his usual place
behind the desk. Representative Tol-
man told the committee that he wish-
ed to be recorded in favor of this propo-
sition. He said that he expected
Henry F. Brown, secretary of the
Gloucester Board of Trade, Capt. Carl
C. Young, a Gloucester fisherman, and
Representative Harry C. Foster, to be
present and speak in favor of this bill,
but as they were not present he hoped
that the committee would hold the
matter up for a few minutes until they
arrived. This was done and after the
committee had considered several
small matters the three expected gen-
tlemen arrived.

Secretary Brown first addressed
the committee, his speech being given
in full in Wednesday's Times.

Capt. Young Gave Facts.

The next speaker was Capt. Young
and he told the committee that he was
in favor of any legislation which would
preserve the pollock and mackerel
fishing in Massachusetts Bay. He
said that he had been fishing in Glou-
cester for the past 20 years and was
convinced that the supply of these fish
was decreasing. He said that pollock
had not been caught by seine to any
great extent until some seven or eight
years ago and now this practice was
interfering much with the other fish-
ermen. The bill if enacted into a law
would be of no hardship on anybody,
he told the committee.

Capt. Young was asked by one of
the committee how this would affect
the seiners cut in the deep water who
would occasionally catch several of
these small fish in a large quantity of
the larger pollock. He said that it
was not these fishermen that the bill
was aimed at, but the seiners who
fish in the harbors and rivers, where
the fish are spawning and where these
small fish stay, and who catch large
quantities of the little fish.

Representative Harry C. Foster also
favored this bill, and there was no op-
position.

Get Favorable Report.

In executive session after the hear-
ing, the committee voted to report this
bill favorably to the House, with one
amendment which was agreed upon by
all parties. This amendment provides
that this law shall apply to the har-
bors and rivers under the jurisdiction
of the state and not all of the water.

Representative Lyle appeared today
before three other committees. He
spoke before the committee on election
laws in opposition to a bill that pro-
vides that the vote on the liquor li-
cense question be taken on state elec-
tion day. Before the committee on mili-
tary affairs, Mr. Lyle favored a bill
which provides for an increase in the
strength of the militia. He also spoke
to the committee on taxation against
a bill which provides for the abolition
of poll taxes.

STEAM TRAWLERS USED IN THE WAR

Thousands Now Employed in English Waters Seining for German Mines.

The nickname of "mosquito fleet,"
applied to the British navy's torpedo
flotillas, should properly be given to
the steam fishing trawlers, of which
the government is gathering together a
swarm for the three-fold purpose of
mine sweeping, protecting battleships
from submarines, and operating in the
shallows of the Belgian coast against
the Germans. Over 500 of these boats
were requisitioned the past week, and
thousands are already out. They are
found so useful that the government
evidently thinks it cannot have too
many.

Trawlers still continue their original
duty of seining for menaces to ship-
ping, as enormous quantities of mines
are strewn at sea. After the German
raid at Scarborough and the Hartle-
pool last month, as many as 1500
mines were picked up in one week.
Many boats have been lost in this work
—more than has been officially an-
nounced. These German mines, with
their bristling contact points, often
explode in the nets. They have enough
weight attached to their cables to sink
them about four feet under the sur-
face, so they run with the tide to the
shallower water, where the weight
strikes bottom and anchors.

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PASSING OF THE WHALING INDUSTRY

New Bedford Fleet of Half Century Ago Is Now No More.

Nothing is so effective against submarines as a cordon of trawlers around a fleet. The submarines must come close to be effective, and they are easily detected by the trawlers on rising to the surface to use the periscope. There also is the chance of getting in a shot at what the navy calls "tin whales."

A large fleet of trawlers will soon take part in the Belgian coast operations, and some already are there. They carry one gun forward, another aft and two abeam. The weapons are quick firers of comparatively small calibre, but the boats, sailing in close under the lee of the sand dunes and increasing the general volume of fire, help prevent enemy guns from taking a base along the shore and making a direct target of the big monitors and cruisers.

Very few fishing boats are now left in Yarmouth out of its once great fleet, and these are allowed to fish only off a small strip of coast. Moreover, it is difficult to man these, since practically every able-bodied fisher is in the navy to which he belonged as a reservist.

The government pays a liberal rental for the boats. If it were not for this and the pay of the men now in the navy, there would be great want in Yarmouth and all the coast towns at this time.

Points to Canada.

Says the Portland Express & Advertiser editorially:

The annual Federal bounty of Canada paid under the act of 1909 will amount for the year 1914-1915 to \$160,000. Fishermen on boats who comply with the regulations entitling them to receive bounty shall be paid \$3.65 each, and the owners of the fishing boats shall be paid \$1 per boat. In case of fishing vessel the bounty is \$1 per registered ton and all vessel fishermen may receive \$6.40 each. Canada also pays a bounty to the fishermen for all dogfish taken and delivered at the three rendering works which its government maintains. Since it established the bounty the Department of Marine and Fisheries has also found, as the result of investigations, that not only dogfish but sharks and skates are also great destroyers of lobsters and food fishes and there is a likelihood that these fishes may soon be included in the bounty list. Canada, in marked contrast to this country, seems to be doing everything possible to render the occupation of fishing more attractive and more profitable to its citizens who elect to follow that calling.

Lobster License Planned in Maine.

In the Maine House yesterday, Representative James C. Mulligan of Nobleboro presented an act to require lobster licenses at \$1 apiece for all who catch or deal in lobsters. Any unlicensed person catching a lobster shall be fined \$10 for the first offence, \$25 and not more than 30 days in jail for the second offence, and for each subsequent offence \$50 and 30 days' imprisonment.

"There she blows." There remain a very few old whalers who know what that call meant; the lowering of boats, the long pursuit, the throwing of harpoon and lance, the spading off and boiling of blubber, the red flare at night from the trying-out kettles, the drifting away of the red carcass to be food of gulls, the decks slippery with grease, the noisome smell that served notice miles to leeward of the approach of the whaler.

There remain, too, a few old people who remember the old whale oil lamp, with their twin cylindrical wicks, their smoke and their foul odors.

But the discovery of petroleum and the invention of celluloid and similar substances has destroyed whaling. There is small demand today for the product. Whalebone, balene, has been supplanted by other material, the oil ladled by the bucketful from the cranial cavity of the old square head has now small value, and the oil produced by trying out the blubber is now replaced by some of the mineral products, not quite so good, perhaps, but much cheaper and more easily acquired.

Even the method of taking whales has changed. The thrilling excitement of a chase in a whaleboat, the dexterous throwing of the harpoon, the chances of death or injury from a blow of the flukes, have all been destroyed, and the few vessels that chase whales use a bomb gun fired from the bow of the vessel and the boat crew merely tows the carcass to shore or the side of the vessel, unless, unhappily, they run alongside the leviathan in his last flurries and receive a blow from his tremendous flukes.

Suspension of a Famous List.

Most significant of recent evidence of the decline of the whaling industry is the suspension of the Whaler's Shipping List of New Bedford, a publication which began in 1843, which was an authoritative record of the shipping interests of that town, and which has ceased to be only because the cause for its being has disappeared.

Fifty years ago New Bedford had more than 300 vessels engaged in the whaling industry and more than 10,000 men found employment on them. Some of these crews received regular wages, but the most of them worked on a "fisherman's lay" taking their individual proportion of the value of the catch. Now New Bedford has about 20 whaling vessels, and instead of hunting exclusively for the sperm whale, they take anything that comes within reach—squarehead, bowhead, humpback, whatever it may be. There are some steamers from the northward and some on the Pacific coast that carry a bomb gun in their bows and shoot the whaler of whatever kind when it is sighted. But that is a commercial proposition and undertaking and bears

no real relation to the original plan of whaling, when men risked their lives day after day, when they embarked on cruises that frequently lasted two or three years, when a vessel was not expected to return to port until her casks were filled with oil.

The whaling industry of the old days bred men with frames of iron and nerves of steel, the kind of men who could handle all kinds of vessels in all kinds of sea and weather. The brig was their favorite rig, for some reason, but they knew all kinds, and could step readily from the deck of one of their ill-smelling craft to take command of a naval vessel or a privateer in the olden days and considered the chances of a naval combat of no more serious consequence than the daily chances of fighting an infuriated bull whale.

Following Cod Fishing.

Cod fishing was the first attempt of the early New Englanders to take fish from the sea, but the whaling industry soon followed and reached the height of its prosperity in the 50s. Before that New Bedford had some 500 vessels in search of the cachetot; it was the fourth tonnage district in the United States; the vessels engaged in the industry were valued at \$12,000,000 and their boats, if strung out in a line, would extend over six miles. The imports of one year amounted to more than 150,000 barrels of sperm oil, 272,000 barrels of whale oil and 3,000,000 pounds of whalebone. The prices then were 80 to 90 cents for sperm oil, 32 to 36 for whale oil and 32 to 40 for whalebone. No wonder New England mariners were prosperous.

When the civil war started much of the wealth of New Bedford was afloat on the sea. Confederate cruisers burned 22 New Bedford whalers valued with their contents at about a million and a half, and the dollar was worth more in those days than now. The value of whale oil and whalebone fell off about that time. Shortly afterward 33 whalers were crushed or frozen in the Arctic and had to be abandoned, with a loss of more than a million. A little later 12 more were abandoned, and still later five others were lost.

These losses, coming immediately after the discovery of petroleum and the lessened demand for whale oil and bone meant the practical destruction of the industry and New Bedford whalers, useless for other purposes, laid and rotted at the wharves. New Bedford still has a few whalers left, but the other coast towns have absolutely lost that industry. One vessel, the Onward, probably held the record for a catch, bringing a cargo valued at almost \$400,000. One-tenth of that today would be a remarkable record.

Disappearance of Whale.

As the industry has declined, so has the whale disappeared. That monster of the deep, originally a land animal, as scientists tell us, was hunted nearly to the point of extermination. In the Arctic region, on the Atlantic and

Pacific coasts, in the South seas, wherever the whale went, the adventurous whalers followed. The sighting of a monster cetacean was the cause of excitement, and if two or three were sighted at the same time, practically the entire crew of the vessel set perhaps for a row of miles, and a man was left to keep the brig on headway and in touch with the rest. The carcass, if the boat crew were fortunate enough, to make a kill, towed alongside, the head was cut off and the precious head oil bled out, then the blubber was cut into strips and hoisted on deck where the oil was extracted in the great kettles, and the denuded carcass was turned over to the birds and fishes to feed upon. Occasionally a piece of coarse, gray matter was picked up along a whale, the precious ambergris, whose value ran to many dollars a pound.

Sometimes the vessel cruised months without sighting a whale. Soemtimes they were found in numbers the crew worked night and day to the point of exhaustion to the valuable oil barreled and stored the hold. Whether they found one or few, the whaling crew did not tend to return to port until their barrels were filled, even if that meant a cruise of three years.

There was excitement, danger, and profit in the pursuit, and the whaling fleet, like the fishing fleet, was up sturdy and capable men to the vessels of the navy when services were needed. The risk was great, but the greatness of the reward every day pursuit a century ago to the men what they were, and the remaining of the old whaling craft down with scorn on the men who the cachetot today with bombs from the safe vantage of a ship's deck.—Boston Herald.

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St. Jacques, N. F. Notes.

The Lunenburg sch. J. D. sailed from here the first of the month for Gloucester.

The sch. W. C. Smith of Lunenburg and under charter for the Gloucester Fisheries Company, of Gloucester, away from here 740 barrels of oil on 1st inst.—Western Star, Feb. 10.

Bay of Islands Notes.

Capt. Wallace Parsons, of Point, came in from St. George's Friday. He returned home the same night. Capt. Parsons is representing Cunningham & Thompson, Gloucester.—Curling Correspondent, Western Star, Feb. 10.

Portland Fish Notes.

Fish arrivals Thursday were: Jie Turner, 8000; Angie Watson, 5000; Fannie Reed, 1500; Tango, 5000; Bessie, 1500; Edmond, 9000; Albert Willard, 5000; 5000; Georgie Bowden, 2000.